

RACING NOTES



EITHER I am unable to express myself clearly, or some readers of these weekly notes must be slow of understanding, for I am in receipt of two letters, in one of which I am accused of having shown "animus" against the American-bred horse Colin, while the writer of the other letter says that he cannot understand how it is that, having admitted Shogun to be a doubtfully bred colt, I am insisting that he ought to be admitted to the Stud Book. Looking back at my notes, I can find no grounds whatever for either of the crimes laid to my charge. Not only have I no "animus" against Colin, but I went out of my way to refer to his excellent racing record in America. I do not pretend to know the value of American "form," but supposing it—the best of it—to be within even 14lb. of our own, Colin was a good race-horse. Moreover, I drew attention to the good looks of the yearling by Colin out of Yesterling, sold at Doncaster, and subsequently added that the yearling in question was giving satisfaction to his trainer, Mr. T. Robinson. All that I have against Colin is that, as far as my researches go, he is not a clean-bred horse, and therefore not entitled to be admitted to the Stud Book. Some time ago I wrote—and I happen to know that what I did write came under the notice of those immediately connected with the horse—to the effect that, although, in my opinion, the horse was not entitled to admission to the Stud Book, the Keeper of the Stud Book might perhaps be in possession of further and more complete information with regard to Colin's pedigree, and that, if so, it was, I thought, desirable in the interests of breeders in general, and more especially of the owner of the horse, that publicity should be given to such information. There was a time—it will be so again, I hope—when the fact that a horse was included in the Stud Book was in itself a guarantee that he was a "thoroughbred horse"; but as I have, I trust clearly, shown in recent articles, that principle no longer holds good, for the admission of a horse to the

Stud Book, does not now carry with it a certificate of pure breeding, nor can the Stud Book itself be looked upon as containing none but the pedigrees of clean-bred horses. If my correspondent can prove that Colin is a clean-bred horse—traceable both through sire and dam to the earliest known sources from which the British thoroughbred derives—no one will be more pleased than myself to assist in making it known. Meantime, I retain my conviction that Colin is not a clean-bred horse, and therefore not qualified for admission to the Stud Book. Individual excellence as a race-horse has nothing whatever to do with the matter. The Galloping Queen breed, the Princess of Wales breed and the May Day family (of which Shogun, Clorane, Prospector and others are examples) have given us many a good race-horse, but they are "untraceable," and therefore, rightly, excluded

from the Stud Book. So far, indeed, from "insisting" that Shogun ought to be admitted to the Stud Book, I have always written that, regrettable though it seemed to be, he and others of the breed were "rightly" excluded; but I did say in last week's article that it was difficult to understand—incomprehensible, in fact—why such horses as Shogun should be excluded when such as Americus and Colin were admitted. To make my point more clear, I published in detail the pedigrees of the three horses, showing in each case where the "doubtful" point or strain of blood came in. I may add that, while quite recognising the "doubt" concerning Shogun, and therefore his exclusion from the Stud Book, I firmly believe that neither Americus nor Colin can even be looked upon as "doubtfully" bred, for both of them are, in my opinion—I may be wrong—certainly "impurely" bred. As I have already said, to my mind individual merit as a race-horse, unless backed up by "pedigree," is no qualification for admission to the Stud Book. Again, with regard to these doubtfully or admittedly impurely bred American horses, Mr. J. B. Robertson—than whom there is no keener, more scientific or less prejudiced investigator of the interesting and complex problems offered to a student of the laws of heredity and breeding—draws attention to the want of stamina, which I myself have all along maintained to be a general characteristic of American horses, and he cogently asks, "Why discount these praiseworthy endeavours (to develop the stamina of our racing stock) by

practically swamping our bloodstock with a breed whose staying capacity is relatively low?" Why, indeed! I may perhaps add that to my mind the want of stamina shown by the generality of American-bred horses is in itself an inferential proof of the impurity of their breeding. *A propos* of Mr. J. B. Robertson's extremely interesting article—published in last week's issue of COUNTRY LIFE—I should like to draw the attention of all whom it may concern—breeders, the Keeper of the Stud Book, and,



W. A. Rouch.

LADY MADCAP.

Winner of Hurst Park Welter Flat Race.

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above all, of the Stewards of the Jockey Club, whom we trust to jealously safeguard the maintenance of the purity of our existing breed of race-horses—to the irresistible logic of the paragraph dealing with the latency and recurrence of unfavourable or undesirable elements in a given breed, especially in a breed such as that from which what we call the "thoroughbred" horse derives. I would also venture to recommend the concluding paragraph of Mr. Robertson's article to the consideration of the powers that be. He says: "I must confess that, short of setting up an impossible barrier against everything not traceable at all points to their Stud Book, Messrs. Weatherby have both a delicate and a difficult task. By adopting a bold and drastic policy it is not improbable that some worthy animals would have to be rejected, but in the long run the drawing of a *hard-and-fast* line would operate for the good

of English bloodstock." Quite so; and I venture to think that the "bold and drastic policy" is the very course to follow. It has been followed with regard to *English, Irish and Colonial bred* horses, but abandoned—why, I do not know—in favour of a very large number of doubtfully—in some cases admittedly impurely—bred American-bred animals. I may add that precedents exist for the removal of "doubtfully" bred animals from the Stud Book, even after they have been for some time included in it. If, for instance, anyone will take the trouble to turn to page 134 of the third edition of Volume VII. of the Stud Book, they will there find "Red Ribbons (ancestress of the Galloping Queen breed), by Valparaiso out of Maggie Lauder, whose produce was given in the first edition of the Volume, and in Vol. VIII. is omitted as the pedigree of Maggie Lauder *could not be traced*." Here is a case in point. It being discovered that the pedigree of Maggie Lauder, dam of Red Ribbons, *could not be traced*, Red Ribbons herself was removed from the Stud Book. This being so, is there any reason why untraceable American-bred mares should be retained?

In the course of these notes I have mentioned the May Day family (Shogun and others), the Galloping Queen family (King Crow and others), and the Princess of Wales family (to which belonged Royal George, winner of the Kempton Park Jubilee Handicap in 1902), as instances of families of proved racing merit and considerable antiquity, but refused—rightly—admission to the Stud Book because they cannot be traced to the earliest sources from which the British thorough-bred derives. The May Day family and the Galloping Queen family have been dealt with in some detail; it remains to say a few words about the Princess of Wales family. Princess of Wales herself was got in 1839—seventy-three years ago—by Bran, out of a mare dam of Goldfinch and Greenfinch, and it is owing to the "untraceability," for want of a better word, of this mare that the family owes its exclusion from the Stud Book. But there is a fair inference that she was, in fact, thorough-bred, for at the time Bran was serving at 15 guineas, a big fee in those days. Moreover, in the year that the dam of Princess of Wales was sent to him, the announcement that he would serve half-bred mares was expressly omitted from the stud advertisement. Bran himself was got by Humphrey Clinker out of Velvet, by Oiseau, grandam Wire (sister to Whalebone and Whisker), and it may be added that he ran second to Touchstone for the St. Leger, also that he was the sire of Our Nell and Meal, the winner and the runner-up in the Oaks of 1842. Princess of Wales herself was an exceptionally good mare, from a racing point of view. Nor have her descendants been wanting in racing merit; but, owing to a hiatus in her pedigree, some eighty years ago, Princess of Wales herself and her descendants are excluded from the Stud Book, while animals tainted with doubtful or admittedly impure strains of American blood have been admitted wholesale. In conclusion, I may say that I find I had underestimated the number of "tainted" mares figuring in Vol. XX. of the Stud Book; there are, in fact, to the best of my belief, ONE HUNDRED AND EIGHTY such mares. This being so, I cannot help wondering if Lord Durham himself was aware of the extent of the mischief done when, in the course of his letter, for which I would ask to be allowed to tender him my hearty thanks, he says,

"Some doubtfully-bred horses have, it is true, been included in former volumes of the Stud Book."

A propos of breeding, I hear that Mr. J. Buchanan's mare Lady Jess, by Ayrshire out of Ardmore, by Gallinule, had a filly foal to Spearmint at six o'clock on the morning of the first day of the New Year, the youngster thus narrowly escaping being born a "yearling."

TRENTON.

CORRESPONDENCE.

AMERICAN NATIVE BLOOD.

SIR,—I have read with interest "Trenton's" remarks with regard to the admission of doubtfully or impurely bred American horses to the English Stud Book, and I quite agree with him that it is highly inadvisable to thereby render deterioration of our leading breed of horses more than probable. I do not myself see why the editors of the English Stud Book should concern themselves with any but horses clearly tracing to English sources, and my own experience as a breeder of pedigree stock, as well as thorough-bred horses, tells me that no doubtfully or impurely bred strains of blood can be used without bringing about bad results. The enormous value attaching to the best of our thorough-breds and the large sums of money annually realised by the sale of bloodstock seem to me to render it more than ever necessary to maintain the purity of the breed—purely from a financial point of view—and, further, I feel sure that our race-horses themselves will deteriorate if bred from blood undermined by doubtfully or impurely bred strains imported from America or elsewhere. The question is one of no little importance, and if "Trenton's" statistics are correct, he has done good service in calling attention to the number of doubtfully or impurely bred mares figuring in the Stud Book.—JAMES BUCHANAN.

TENNIS.

AN interesting match was played on New Year's Day between G. F. Covey (world's champion) and L. Lambert (professional to Sir Andrew Noble) in the court at Newcastle. Covey gave the odds of 15, and won the match 3 sets to 2. Lambert, playing very well, got the first two sets 6-2, 6-4, and Covey, probably owing to the strangeness of the court, did not settle down to his game at all till the third set, when he began showing something of his form. His powers of winning matches after his opponent has secured the first two sets are now well known, and no player can ever feel safe when playing against him, as it has become almost a trick in his game not to start till another player would be giving up. He certainly left things to the very last moment on this occasion, as Lambert led 2 sets love, 5 games to 4, and 40-15 before Covey got the slips off.

Winning the third set at 6-5, after being 1 all, 2 all, 3 all and 4 all, and then reaching the position before described, Covey found his game and won the fourth set at 6-3 and the final set and match at 6-2. Lambert had done well in the professional handicap against Peter Latham (who gave him one bisque and won 3 sets to 2), so a good game was expected, and the match was greatly enjoyed by a number of spectators. This match recalls the one at Moreton Morell some time back, when Covey played E. Johnson in the latter's own court and won much in the same way, after losing the first two sets. Covey's backers are probably getting used to it by this time; still, they must have some uncomfortable moments! Lambert is a hard man to tackle in his own court and does not give much away, and it is to be hoped that he will play more matches before the year is out.

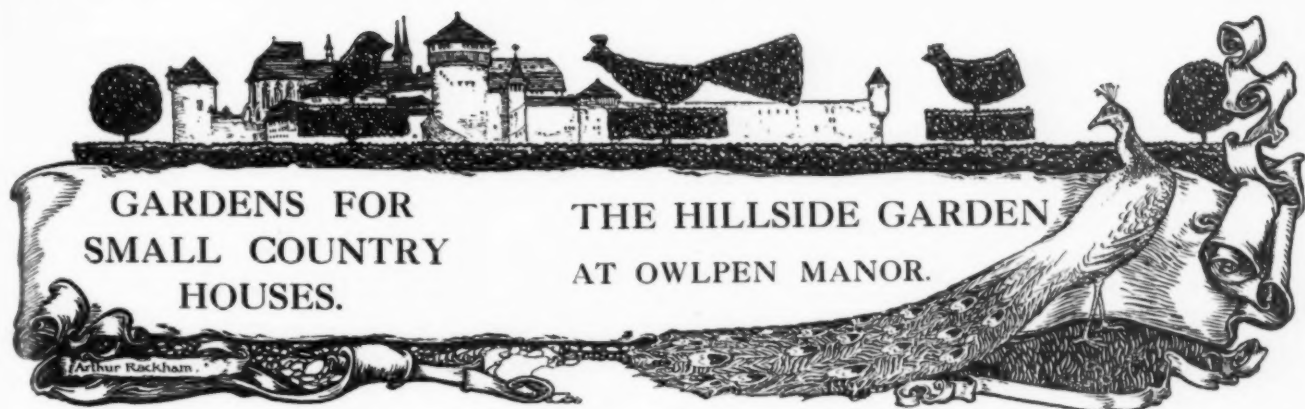


W. A. Rouch.

ASHBROOKE.

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Winner of the January Handicap Steeplechase, Haydock Park.



ABOUT six years ago the manor house of Owlpen was illustrated in *COUNTRY LIFE*, but we return to it now in order to emphasise the peculiar charm of its garden and to give some instructive drawings of it which have lately been made. The house stands on a hillside, which slopes sharply downwards from north-east to south-west. It lies, in fact, near the bottom of a cup in the hills, and is now illustrated because of its special value in showing how such a hillside site may be treated. The governing principle of all garden design should be a full recognition of the natural conditions of the place. If they are emphatic or distinct, they should be maintained and fostered with care and judgment. If any well-defined natural character stands out, it is grievous to see it destroyed or stultified, for it is just that quality which is most precious, and may be most fruitful. Many a hillside site has been vulgarised by commonplace treatment when it presented infinite possibilities both to the formal and natural schools of design. Whatever may be said in praise of the latter method, it seems abundantly clear that it cannot be successful within the narrow limits of a very small area. The particular instructiveness of the garden at Owlpen consists in the fact that it covers little more than half an acre. Two photographs of it are now reproduced, but it is only by the bird's-eye view

which forms our first illustration that a satisfactory general idea of the garden can be gained. It is bounded by roads on the south and east sides. From the southern road it steps upwards in five terraces, and the whole rise is about twenty-five feet. The front of the house rests on the second terrace, and the back of it on the third. The approach is by a delightful circular flight of steps, from which a broad path leads to the chief door of the house. On the way we pass between four great cylindrical yews on the second terrace. On the same level, and to the left or west of the path of approach, is a yew parlour, measuring within only twenty-seven feet by seventeen feet, but with walls towering up to a height of twenty-five feet, and varying from six to ten feet in thickness. Needless to say, this is the result of an infinity of care and patience in tending, and of certainly over a century—it may be of nearly two centuries—of growth. At the south-west corner of the house there is a flight of steps to the third terrace, which is planted with eight great cylindrical yews, connected by low hedges. These appear best in our last picture. Just behind the house there is another sloping bank threaded by a flight of eight steps up to the fourth terrace, which is laid out with flower-beds. A further stairway takes us to the top terrace, which is bounded on the north by a stout wall, forming an embankment to the

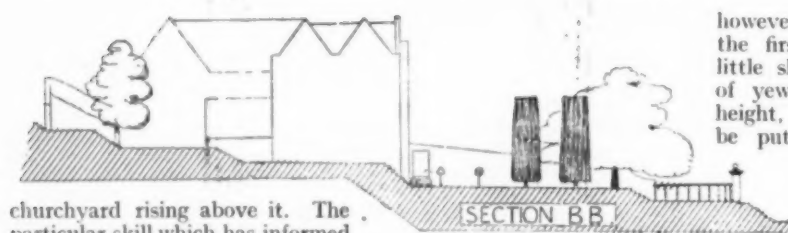


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BIRD'S-EYE VIEW OF GARDEN.

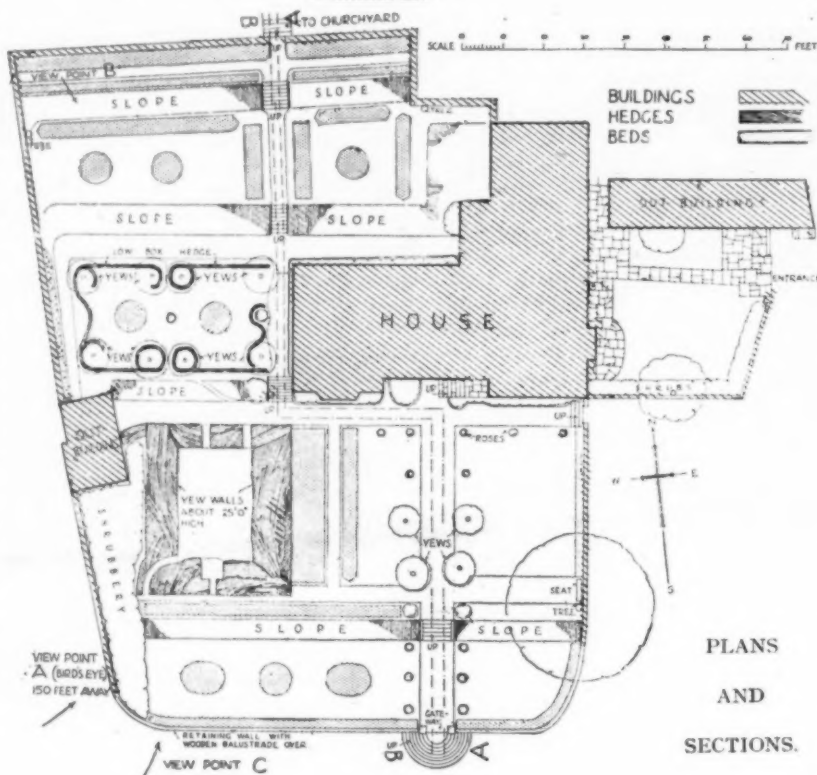
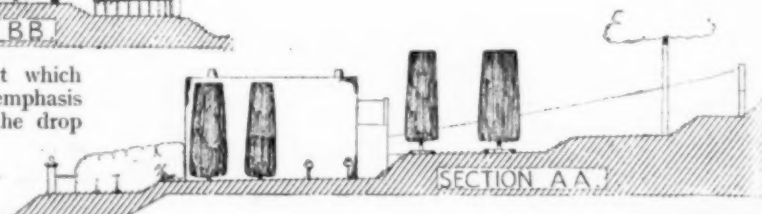
Taken from point A shown on plan overleaf.

"COUNTRY LIFE."



churchyard rising above it. The particular skill which has informed the whole design consists in the wealth of incident which has been crowded into half an acre and in the emphasis which is given by the various groups of yews to the drop between the succeeding levels of the terrace, even though they partly veil them. Not the least valuable element in garden design is surprise, and this is ensured by the way in which the garden is divided into a series of little Paradises. Needless to say, so rich a treatment of topiary works demands infinite patience, and a capacity for looking ahead and forming a clear conception of the ultimate results of the scheme. Of necessity such a garden is planted rather for our grand-children than for ourselves; but that should not hinder the zealous gardener from attempting topiary schemes, for much can be achieved even in ten years. No doubt yews make the ideal hedge. Both box and holly are rather slower in growth, especially box, and impatient people should betake themselves to privet, thorn and hornbeam. Any of these three,

however, needs to be cut down nearly to the ground after the first twelvemonths' growth, and therefore makes very little show during the first two years of life. The best size of yew to plant is from two and a-half to three feet in height, at a cost of about one shilling each, and they should be put in about eighteen inches apart. Both yew and



holly hedges take from twelve to fourteen years to grow to a height of from six to seven feet. Six inches a year may therefore be taken as a fair average for speed of development. On this basis, the yew parter at Owlpen represents a period of about fifty years, but probably as the hedge gets bigger its ratio of increase somewhat lessens. In these days of enterprising nurserymen, it is possible to take short cuts in topiary work by planting large bushes, and by securing features ready clipped, such as obelisks, peacocks and the like. Even if, however, the gardener proposes to begin at the beginning with hedge bushes about two feet six inches high, it will be necessary to get larger rough bushes, say five or six feet in height, for planting at the end of hedges when it is proposed to train and clip such terminal features into various shapes.

A word, perhaps, may be said here on the subject of yew hedges as a background for flower-borders. Nothing serves more admirably for the purpose, or sets off more effectively the brilliant colours of herbaceous things, but one practical warning may be given. Care must be taken lest the roots of the hedge should appropriate to themselves all the virtue of the manure provided for the flowers. This can be done by cutting back the hedge-roots so that they do not trespass on the border, or by building a rough underground wall to separate the two territories.

We leave Owlpen Manor with the feeling that while its fragrant charm is due in large measure to the care of many generations, it yields many features of design which are full of instruction to those who



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GARDEN AT OWLPEN: FROM SOUTH-WEST.
Photograph taken from view point C on above plan.

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GARDEN AT OWLPEN: FROM NORTH-WEST.

Photograph taken from view point B on plan.

"COUNTRY LIFE."

are concerned to make the best of a little hillside site. Only age can bring the full atmosphere of romance which pervades some old gardens, but no little of the flavour can be captured for new gardens by skill and judgment.

EAST ANGLIA.

Old Houses and Village Buildings in East Anglia, by Basil Oliver. (Batsford.)

THIS admirable volume differs from its predecessors in Mr. Batsford's "Old Cottage" Series, in that East Anglia—Norfolk, Suffolk and Essex—is the home of a great variety of building traditions, none of which stands out as essentially typical of the district. East Anglia is catholic, and in particular gives a large place to the plasterer and the knapper of flints. Mr. Basil Oliver's book, therefore, is various in interest. Himself an East Anglian, he writes out of a large sympathy and knowledge about his own country. This is abundantly proved by the large amount of quite fresh material which he has gathered. The collotype plates and sketches—eighty-four of each—afford an admirable survey. Of books which rely largely, as all architectural books must do, on the merit and wealth of their illustrations, it is not always possible to be equally enthusiastic about the text, but Mr. Oliver has, to use an expressive

well left their shoes, but its character is Jacobean, and Mr. Oliver rightly decides in favour of its having been a garden-house. The "slipper" theory is clearly untenable. Reference is made to the characteristic dark brownish black glazed pantiles of Norfolk, but we should have welcomed some explanation of the unglazed grey pantiles which are found on the North Coast and are known there as "smutty" tiles. It would be interesting to establish whether they were imported from Holland, where they have been made from the sixteenth century until now, or whether they were a local product. Needless to say, Dutch influence on design is very marked in Norfolk and Suffolk, and makes its presence felt in crow-stepped gables and other features. The flintwork illustrated in several plates is a delightful treatment, which has been well revived of late years by Professor Prior and others. The Dolphin Inn at Heigham, Norwich, once Bishop Hall's Palace, affords an admirable example of this Norfolk way of building, which differs greatly from flint treatment in Wiltshire and other counties. Weather-boarding is also an East Anglian use, which appears at its best in the windmills, now disappearing all too rapidly. We reproduce a picture of the Smock Mill at Barking, which has gone down under the hand of the destroyer. It may be hoped that some of these fascinating timber structures will be scheduled as ancient monuments before their type becomes extinct. A small grumble must be allowed to the reviewer, if only to throw into greater relief his general satisfaction. There are alphabetical lists of the illustrations, but no index to the letterpress, which is too full of good things to be left without a guiding finger.



THE SMOCK MILL.



GEDDING HALL.



PIGEON-COTE, BAWBURGH.

Reproduced (on a reduced scale) from "Old Houses and Village Buildings in East Anglia."

American phrase, "made good." Essex is most typical in its plasterwork, or pargetting, Norfolk is peculiarly interesting for its flintwork, and both Norfolk and Suffolk yield to no county in the extraordinary merit of their brickwork. Of the Essex pargetting Mr. Oliver illustrates several delightful examples, of which none is better than the Old Crown House at Newport. That village is wealthy in building. The Monk's Barn has unhappily been restored with a heavy hand, but its carved oriel escaped mutilation. We could wish that the attractive late eighteenth century gaol, now a private house, had been pictured. It is true it is not typically East Anglian, but as an example of dignified stock brickwork it would be difficult to find on so small a scale a building so instinct with a sense of proportion. The scheme which governed the earlier volumes in the series has been wisely enlarged in this case by including several buildings which are halfway between cottages and mansions. Among them are Snowre Hall, Erwardon Hall, Little Hautbois Hall and Gedding Hall. We reproduce a picture of the last, and it will be seen with what charm the brickwork has been handled. All these houses and many more are almost wholly unknown, and it is delightful to make so many new friends at one sitting. The Bawburgh pigeon-cote is a pleasant thing. It is said to have been a "slipper-house," where pilgrims to the



THE DEATH OF A FAMOUS BORZOI.

RAMSDEN RAJAH will be sadly missed. Major and Mrs. Borman will naturally regret him on account of his good manners and gentle disposition, as well as for his outstanding merits. Breeders will lament the loss of a conspicuous sire. At the very last he had been visited by a matron from Queen Alexandra's Sandringham kennels.

It is unnecessary to emphasise his numerous victories, for they are familiar to all. His great beauty and graceful outline made him a popular favourite whenever he was exhibited, and it will be some time before he is replaced by another as good. On the whole, the progress made by the Russian wolfhounds has been less marked than one might have anticipated, for they have most of the qualities which meet with wide appreciation, and there is no doubt the moment is opportune for the advent of recruits. I know the rumour has got about that they are not altogether trustworthy, and upon this matter I cannot offer an opinion from personal knowledge, but those who have kept them, and should therefore know, deny the imputation. Possibly the idea may have arisen from the uses to which they are put in their native land, but nothing could be more misleading than to argue in this manner, for it would be absurd to contend that hounds employed in hunting wild animals are of necessity ferocious in character. I am saying nothing about the dog as he may be found in some kennels in Russia, where we may see him in a semi-domesticated state, due to his lack of association with human beings. Over here, as the result of different treatment, he has in the course of many generations become perfectly tractable. The Borzoi comes of an ancient stock, which was sufficiently conspicuous in the

seventeenth century to justify a book on the "Rules of Borzoi Hunting." As has been the case with most sporting dogs, breeders troubled themselves little about pedigrees until the Moscow show came into being nearly forty years ago. That the purity of the race was not always guarded zealously is signified by the crosses which were made at one time with native varieties of greyhounds. That is a thing of the past, however.

A FINE HEAD STUDY.

Few subjects in connection with canine portraiture present more difficulties to an artist than the head of a bloodhound, of which one rarely sees a satisfactory study. The set of the wrinkles, lateral and transverse, the graceful fold of the ears, the deep-seated eye showing the hawk, the relative proportions of the length from occiput to eyes and eyes to nose, the fine skull of even width, and the deep flews and dewlap, are not easy to delineate in perfection. Mr. Lionel Edwards, however, has approached the task with confident hand, and has made a most spirited and in every way admirable sketch of the head of Mr. Wilfrid Unwin's Champion Porthos. In giving us the features of an individual, instead of producing merely a type, he has done full justice to the noble dignity of his sitter. Old Porthos lives again on paper, and when he has gone to the happy hunting-grounds it will be pleasant to know that such a fine head may remain before breeders as an example after which they must strive. A well-executed collotype print has been made



MR. WILFRID UNWIN'S CHAMPION PORTHOS.

from the original drawing, and is published by Mr. A. E. Johnson, 10, Lancaster Place, Strand. The reduced reproduction on this page will give my readers some idea of the merits of the print. Unfortunately, the edition is limited to a hundred copies. I say "unfortunately," for I imagine that far more

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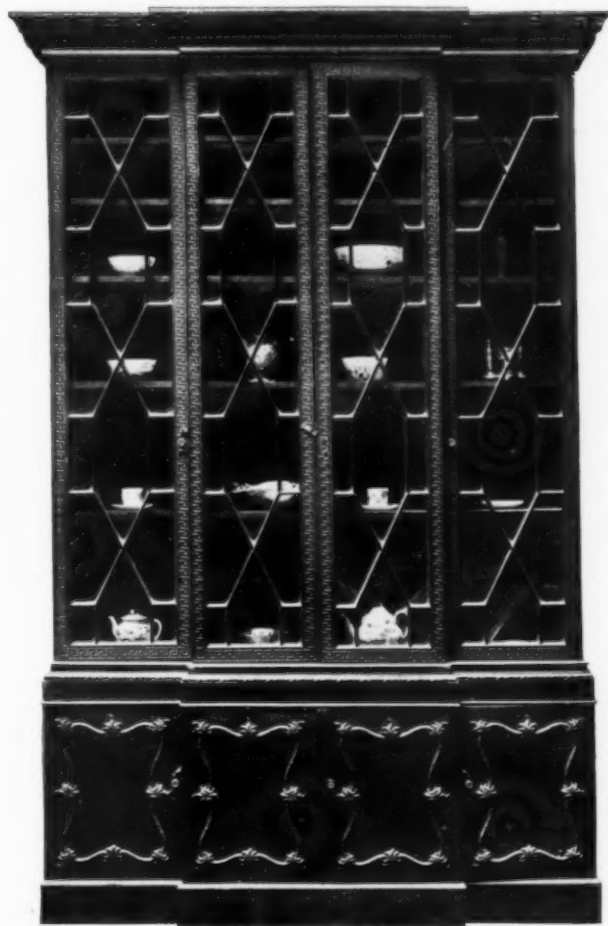
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than that number will desire to possess a picture that should appeal to all dog-lovers. Such a head as that of Porthos appears on few hounds in a generation; those that have shown as good in the past fifteen years could be numbered in a minute without effort. I am disposed to lay much stress upon head properties in a hound, for they, more than any other, denote high breeding, and are less easy to produce. Of course, I am not foolish enough to claim that a hound should be judged by his head alone; we must have a powerful frame, great chest development, strong loins, and good legs and feet—in fact, the desirable characteristics common to all working hounds—but these may be had in abundance compared with the others. The perfect hound will combine all in due proportion to one another, but he takes some finding.

A LOSS TO THE BLOODHOUNDS.

The Old Year closed inauspiciously with the death of two dogs well known to the show-going public at large. These were Mr. Wilfrid N. Unwin's bloodhound, Champion Solly, and Champion Ramsden Rajah, referred to in our first paragraph. Several features in common brought them near together, both standing out conspicuously in their respective breeds, both were in the prime of life, and as sires they were exerting an influence which makes their loss all the more deplorable. Solly, by Champion Hengist out of Champion Mirables Mischief (breeder, Dr. Semmence), possessed a lineage which made it all Lombard Street to a china orange that his progeny would be of the first rank. If ever consistent breeding meant anything, an open book in which he who runs may read, we had it here, and it would have been a sad disappointment if his stock had not exhibited points of excellence beyond the common. The fine Solly-Playful litter exhibited at the Kennel Club 1911 fixture, and the grand puppies benched by Mrs. Edmunds last year, together with others that could be named, all go to confirm one's faith in the value of a pedigree of the right sort. The pity is that he had not lived two or three years longer, in order that owners might have availed themselves more fully of this channel for perpetuating the cream of the old blood. It is just as well to remember, therefore, that the strain in that generation is not altogether extinct, as Mr. Frank Rayner of Haddington owns a brother in Warboy of Tirnaskea—at least, I have never heard that this very useful hound is dead. Although Solly's skull was not as fine as one could have wished, his body properties were so exceptional that a shortcoming in that respect could be excused, and his high courage gave him such a bold carriage that it was a real pleasure to see him in the ring:

With a fashion and fling and a form so complete,
That to see him dance over the flags was a treat.

Solly succumbed to a complaint which has taken off many of our best bloodhounds, although not at such an early age. Sometimes that rapid generation of gas which causes extreme distension, and ultimately death from suffocation or rupture of the stomach, cannot be accounted for. In Solly's case, inflammation of the duodenum seems to have caused retention of food, which fermented. The introduction of a tube through the gullet met with little success, and partial paralysis of the stomach rendered nugatory all attempts to induce vomiting. As a rule, in these cases the administration of an emetic directly into the stomach is impossible, and the most satisfactory plan to pursue is the giving of a hypodermic injection of one-tenth of a grain of apomorphia. That is the dose for a large dog, and it was in this way that Dr. Semmence saved his old champion, Mirables Mischief, on several occasions, followed by internal administration of a disinfectant to prevent a renewed activity of the mischievous bacillus. This was the only recovery that has ever come under my notice, the gas being expelled by the act of vomiting. Owners of kennels might very well have this drug handy in suitable doses, for the complaint usually gives no admonitory warnings, the afflicted animal as a rule being in perfect health up to the time of the seizure, and when his condition is discovered he is often so far gone that professional advice cannot be obtained in time. The drug serves equally well as an emetic after poisoning. In "Diseases of the Dog," Dr. Müller and Mr. Glass describe the condition under the heading of "Expansion or Dilation of the Stomach." It may occur in an acute or chronic form. In the former they attribute it to the overloading of the stomach with dry food, particularly when this food is of an indigestible character. The stomach must be emptied by an emetic, they say, the drug used by Dr. Semmence being recommended. Chronic dilation may arise from poor food, or from a habit of gulping the food. Contraction of the duodenum is another cause. Treatment consists in giving smaller quantities of food at more frequent intervals. As far as my own experience goes, dry food has not been a contributory cause, as I rarely fed in this manner. I have enlarged at some length upon this subject, believing that it will be of interest to many owners, the one-dog men as well as the possessors of extensive establishments.

A. CROXTON SMITH.

CORRESPONDENCE.

DACHSHUNDS FOR BADGER-DIGGING.

SIR,—May I say a word of comment on a statement made in COUNTRY LIFE recently by Mr. Croxton Smith, in one of his interesting articles about dogs? He there says that the dachshund has not been given a fair trial in English badger-digging. That is not absolutely correct, though it may, for ought I know, be correct over the period of the last forty, or a few less, years. About that time ago my brother and I, in Devonshire, were very keen on badger-digging, and we had a large kennel of terriers of various breeds and cross-breeds especially for the work. They were for work rather than for beauty. The dachshund was hardly known in England at that date. So we sent to Germany and had two of them over to give them a trial at badger, as we were accustomed to hunt the beast. One was a small bitch, the other a big dog; but even the latter not so big as to be unable, physically, to go down a badger's earth. Morally, however, both he and the lady were, as it seemed, absolutely unable to go. At all events, they absolutely declined. It is very well known to everyone who has done much badger-digging that there is many a dog that is as brave as a lion in "going for" a badger above ground who will yet, on no persuasion be induced to go down the earth to him. We used to think it was fear of the dark, rather than of the badger, that caused some dogs of great courage above ground to refuse to go to earth. As a matter of fact, however, these little German people did not show conspicuous courage even in the broadest daylight. They would snap round the badger and take a sly bite at any portion of his anatomy which was undefended, but then they would dash back again. They would not face him boldly, and they had no idea at all of getting a hold and hanging on, in spite of all punishment, as the terriers would, especially those that had a touch of "bull" in them. So, for our purpose, they were useless, although they were cheery and friendly little dogs and excellent companions. They were, moreover, admirable at running a scent, and this, I expect, is their chief use after badger in Germany. They ran so pleasantly slowly, with their short legs, that it was easy to keep up with them, and I should much like to see a dachshund pack hunt a hare. The hare would go miles ahead of them at first, but they are pertinacious little dogs, and it is not certain that they might not wear the longer-legged and speedier animal down. So that was our experience nearly forty years ago. The dachshund has not essentially changed in its appearance since, and I do not know of any reason to think it likely to have changed in character. Possibly the experience of two persons of the breed on being put to badgers is hardly enough to generalise from; but I think Mr. Croxton Smith will agree with me that these dogs have not the look of being very "hard," as likely to stand punishment; and I am disposed to think that any badger-digger who repeats the experiment will only find himself disappointed even as we were.—HORACE G. HUTCHINSON.

LAW AND THE LAND.

A SOMEWHAT important point in connection with fixing the amount of Reversion Duty has been decided by Mr. Justice Horridge. It will be remembered that by the Finance Act, 1910, which embodied the provisions of the most discussed Budget of modern times, a landowner became liable on the determination of any lease of land to pay a duty, called Reversion Duty, on the value of the benefit accruing to him by reason of the determination of the lease. In 1861, Earl Fitzwilliam granted a lease of certain land, with a cottage thereon, at an annual rent of £4. When the lease expired in April, 1911, the cottage had been replaced by a fully licensed public-house, and a new lease was granted for a term of fourteen years at an annual rent of £29. Then the question arose on what basis the Reversion Duty payable was to be calculated—whether upon the enhanced value of the land alone, which it was agreed would be about £180, namely, the difference between £120, the value in 1861, and £300, the present value of the land, or upon the value when the value of the licence was taken into consideration, in which case the value would be £500, so that reversion duty would be payable on £380. The learned Judge considered that the latter was the proper method, basing his decision on the rule adopted by the Courts in rating cases, when the point is what rent a hypothetical tenant would be willing to pay for the premises. In his view, the capital value depended largely upon the rent obtainable, and, therefore, he thought that in estimating the value for the purpose of Reversion Duty the increased value owing to the licence must be taken into consideration.

The law regulating the liability of landowners who permit the public to have access to their land was exhaustively discussed in a recent case, wherein damages were claimed on behalf of a young child who had been injured while playing in an unfenced field belonging to the defendant. The evidence showed that for some months before the accident the particular plot of ground had been open to the street, and that the children of the neighbourhood had been in the habit of playing there with the knowledge and permission of the owner. On the ground was a heap of stones, which had been put there by the owner's servants, and while this child, aged between two and three years, who was unaccompanied, was playing near the heap, one of the stones fell upon her hand, with the result that a finger had to be amputated. The jury had found for the plaintiff, on the ground that the landowner ought to have known that there was a likelihood of children being injured by the stones, and ought to have taken some precautions to prevent children being injured. This verdict has now been set aside by the Court of Appeal, who applied and approved the old principle that the grant of a licence to go upon land creates no right, but merely affords an answer to a charge of trespass, and that those who avail themselves of such a permission do so subject to all chances of meeting with accidents. Of course, there may be cases where this freedom from liability has no application, and these have been stated as consisting of four classes: (1) Where a person or animal is allured on to the land with an intent that he or it may thereby suffer injury, as if a dog is tempted by meat to enter a trap; (2) where there is some concealed defect or trap known, or which ought to have been known, to the owner and not to the licensee—rotten planks in a bridge over a stream would be an example; (3) where the injured person had been invited on to the land or was there in pursuance of lawful business with the owner or occupier; and (4) where the defendant has introduced on to the land something unusual which he knows to be dangerous, as if a vicious bull is turned into a field used by the public.



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—"SIR NIGEL," by Sir Arthur Conan Doyle.

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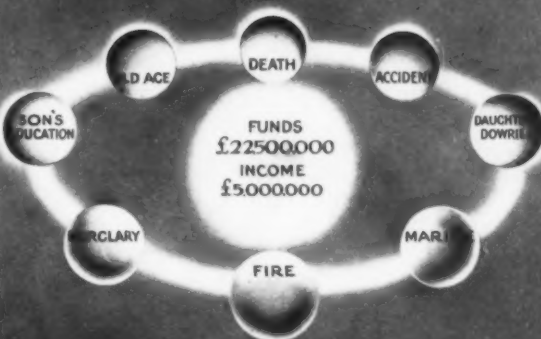
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PARTRIDGES EARLY PAIRED.

WITH the warm weather of December and of early January the partridges, which were unusually forward all through the season, had in very many instances paired long before the normal date. This means that there would be no partridge-driving in the later weeks of the season—at least by those who had any care at all for their future stock, for experience, no less than common-sense, has shown again and again that nothing is worse for the nesting than shooting the birds after pairing has begun. It may be said besides that there has been no great temptation, generally speaking, to shoot the late partridge this season, because the numbers, even at the beginning of the shooting-time, have not been such as to justify making much reduction of them. Exceptionally and locally, however, the birds did remarkably well, and there might be, on those favoured estates, a disposition to some late driving were it not for the early pairing.

TOO MILD TO BRING IN WILDFOWL.

The same mild weather which has thus stayed the hand of the partridge-shooter has not been at all favourable to that sport of the wildfowler which he will not for a moment allow to be rivalled by that which he can obtain in the coverts or on the cultivated land. Assuredly he has the best of the argument, saving where the wild duck are reared under hens and put over the guns rather after the manner of the tame-bred pheasants. But the true lover of wildfowl-shooting would not allow that this was a fair example of his sport at all. His ideal is the circumventing of the truly wild birds by his forethought and cunning. As an old writer has it: "Note, that by observation 'tis found, that *Water-fowl* are the subtlest of *Birds*, and have the greatest regard to their own safety; whence it is that they are compared to a well governed *Camp*, having *Scouts* on Land afar off, *Courts of Guard*, *Sentinels*, and such-like watch-ful *Officers*, surrounding the *Body*, to give a speedy Alarm at any approach of seeming danger. And indeed, whosoever shall observe their manner of living shall find the same; for there will always be some stragling *Fowl* aloof of the main *Body*, which upon any suspicion of danger take wing, and give notice to the rest; and it is the nature of *Water-fowl* to fly in *Flocks*, loving Society. The like doth *Starlings*, *Feldivers*, *Ringdoves*, *Plovers*, *Lapwings*, *Daws*, etc." Perhaps it is not just in these words that the modern fowler would speak of the keen intelligence of these birds, which gives such an interest to his particular sport, but the old writer's quaint phrases express his attitude of mind towards them fairly enough.

RECENT DEVELOPMENTS IN SPORTING RIFLES.

IT is interesting to observe the developments by which those gun-makers who specialise in sporting rifles are endeavouring to meet the present situation. It seems to be generally admitted that there is just sufficient uncertainty in the killing power of small-bore rifles of military calibre to call for a rifle of larger bore which shall possess, as regards flatness of trajectory, the hitting capabilities of the smaller bores, with the greater striking energy and larger wounding surface of a larger calibre bullet. There would appear to be no basis by which the destructive capabilities of two bullets of different calibre having the same energy might be compared; at the same time, it is a justifiable inference that there must be a minimum in calibre below which it is impossible to go without sacrificing killing efficiency, however great the striking energy may be.

By imparting sufficient velocity to the smallest and lightest of projectiles they may be made to transmit almost any number of foot-pounds of energy, but as only so much of this energy can be expended as will overcome the resistance of that part of the animal through which it penetrates, the resulting wound may not be sufficient to bring it to bag, either speedily or at all. On one hand we have the evidence of sportsmen who have been uniformly success-

ful in killing large and dangerous animals with small bullets and on the other that of many who complain of their lack of stopping effect, which points to the conclusion that while small bullets will on occasion kill, they fail sufficiently frequently to throw doubt on their general efficiency as sporting missiles.

Hitherto the alternative has been rifles of large calibre. While the killing efficiency of rifles of 400 bore and upwards is seldom questioned. Unless one is prepared to carry a ponderous rifle and submit to very disconcerting recoil, the alternative is a bullet of low velocity, high trajectory and, consequently, inferior hitting capabilities. Recent efforts to strike the medium between the military small bore and the big-game rifle are apparent in Messrs. Holland and Holland's cartridge of .375 calibre, which imparts 2,900 foot-seconds velocity to a bullet of 235gr. weight and having a muzzle energy of 4,380 foot-pounds. In point of recoil or weight such a medium tends towards the large-calibre big-game class; indeed, with its 300gr. bullet and proportionate velocity it might be characterised as a big-game rifle.

Messrs. Rigby have also developed a .350 calibre cartridge with 2,600 foot-seconds muzzle velocity and 3,400 foot-pounds energy, ballistics which are perhaps nearer midway between those of the big-game and military small bore. In both announcements of these rifles it is stated that one sight, by which is probably meant one elevation, will suffice for all distances up to 300yds.

Presuming that both these rifles possess adequate calibre and energy to ensure stopping effect, and their velocity indicates a trajectory as flat as that of the military calibre sporting rifles, so that their hitting efficiency should be at least as good, whether they are capable or not of hitting at all distances up to 300yds depends upon the size of the object it is desired to hit. Though it is of little moment whether this continuously vulnerable range is 200yds. or 300yds., the shorter distance embracing quite as useful a sporting range, it is, nevertheless, desirable to examine the hitting problem with the object of arriving at a full appreciation of what one really essays who desires to kill cleanly.

Whatever may be the size of the animal, it is the vertical height of the vital portion alone which governs the distance over which a fixed sight could be continuously effective. In very few cases does this exceed 9in., and for practical purposes it would be safer to estimate it generally at 6in. As aim in sport is usually taken at the point it is desired to hit, the continuously effective range in this circumstance would be that in which the bullet did not rise higher nor fall lower than 3in. from the point of aim. With the data available we have calculated the trajectory of a bullet of .375 calibre and 235gr. weight having an initial velocity of 2,900ft. a second, and in the following table give the position of the bullet in inches relative to the line of sight at every 50yds. with the sight elevated either for 100yds., 200yds. or 300yds.:

POSITION OF BULLET RELATIVE TO LINE OF SIGHT.

Sight elevated for	50yds.	100yds.	150yds.	200yds.	250yds.	300yds.
100	6	0	3	7.5	12	21.5
200	2	2.5	2	0	4.5	14
300	3.5	5.5	6.5	6	5	0

Upon examination of this table it will be observed that if the sight be elevated for 100yds., the vital portion of the animal would have to be at least 21.5in. high to be hit at 300yds.; if for 200yds., it must be 14in. high; and if for 300yds., at least 13in. high to be hit at 150yds. As a matter of fact, a bullet such as described rises and falls a total of 6in. in a distance of very approximately 250yds., which is an ample range for practical sporting purposes.

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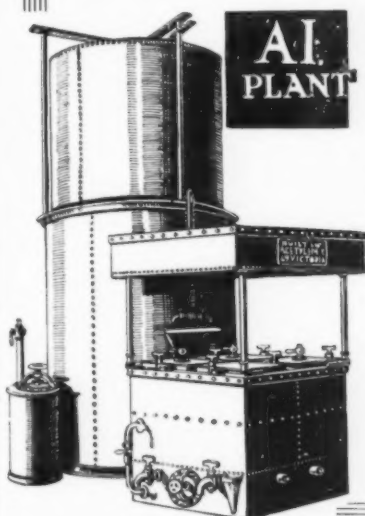
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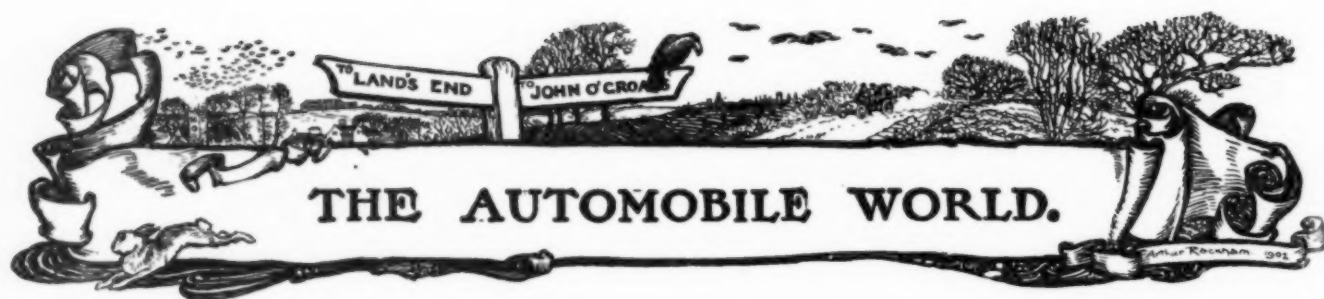
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THE COST OF TIRES.

WIDELY as opinions differ on the cost of motoring, it is universally agreed that tires constitute the heaviest item, and they deserve, in consequence, the greatest amount of attention. In these days of high-priced petrol, motorists spend a good deal of time in experimenting, and are even willing to sacrifice a very appreciable proportion of "liveliness" and power in their engines to obtain an increase of two or three miles per gallon; but if the same amount of time and trouble were devoted to the tires, the saving would be at least as great—or greater.

The first point in the problem of tire economy is the choice of the best size of tire. It is very seldom worth while to adopt a wheel that differs from the standard usually fitted to the chassis, but there is some latitude in the size of tire that may be fitted to any given rim. For instance, a 105m.m. tire can be used on the same rim as a 100m.m. Where a heavy closed body is fitted, it is generally good policy to adopt the larger tire; but, in the writer's humble opinion, in spite of all that is said to the contrary, it does not pay to fit very big tires on a light open car. Even if they are desirable on the driving wheels, they are unnecessary in front, and it is most troublesome to have two different sizes of tire on a car. An open, lightly built machine up to 10 h.p. or 12 h.p. is adequately shod with tires 760m.m. by 90m.m. From 12 h.p. to 16 h.p., a tire 810m.m. by 90m.m. is inexpensive in first cost, but as one reaches the upper limit of power stated the 815m.m. by 105m.m. becomes the desirable size. Closed cars, of course, require heavier tires.

There is no need to discuss sizes for larger cars, because their owners will not be troubled with minor questions of economy, and because the weight and speed of big cars vary so greatly that no definite relation between nominal power and tire dimensions can be established. I am aware, of course, that in advising against the purchase of extra large tires I am in direct opposition to the fashion of the day; but a good many years of motoring, during which economy has been necessarily considered very closely, has convinced me that the greatly increased initial outlay on big tires is not justified. Except for their admittedly greater comfort, their advantages are problematical. If one is lucky in escaping bad cuts and punctures, with the attendant troubles of rotted canvas and subsequent bursts, the big tire, probably, just pays for itself by increased mileage. But in practice the big tire succumbs just as soon to bad cuts as the comparatively small one; also, large tires make a car slower, increase the petrol bill, and considerably add to the tendency to side-slip.

Next, there is the question of non-skids. There can be little doubt that steel-studded tires have, on the average, a shorter life than those with rubber treads, and, as their first cost is always greater, the rubber tread is to be preferred on the score of economy. There have, of course, been notable instances of steel-studded tires out-distancing the plain variety, but that may usually be traced to a great deal of driving being done on very loose roads. Sharp flints may cut a rubber tread very badly but do comparatively little damage to a non-skid.



E. J. Pardoe

TOURING BY CYCLECAR.
A Humberette at the Round Tower on Edge Hill.

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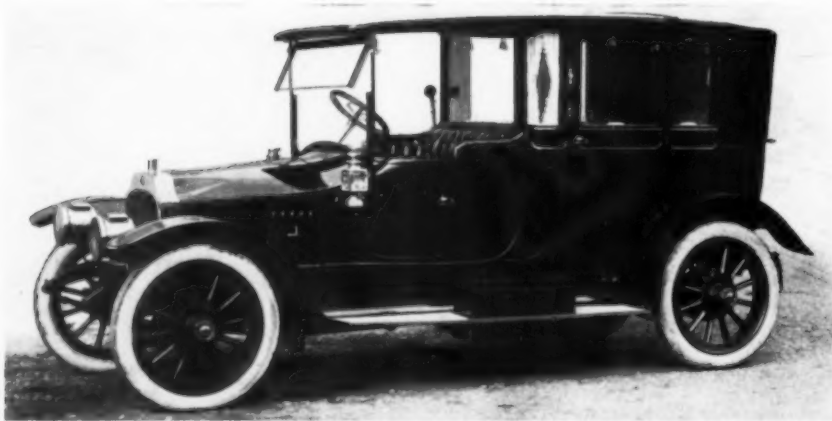
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A HANDSOME D-FRONTED LANDAULET.
Fitted to a Vauxhall chassis.

Any fairly skilled driver may quite safely use all rubber tires in the summer months, and a really first-class exponent of the art will effect a considerable saving by doing so all the year round. Skidding loses its terrors once one has learned to anticipate and correct it. The average man, however, who has only limited time to give to motoring, will be well advised to use two steel-studded tires in the winter. The best arrangement is to "cross" them, that is, to put one on the off-side front wheel and the other on the near-side back (near-side front and off-side back is obviously equally good). It is a common but very great mistake to place both steel studs on the back wheels. On a dry wood pavement, steel studs have no grip whatever, and where both back wheels are so shod, the least application of the brakes is liable to lock the wheels and swing the car round; the process, besides being dangerous, causes a wholesale shedding of studs, and wears out the tires extremely quickly. These remarks, it is true, apply principally to light cars, but it is this class that is now being considered.

As regards upkeep, it is important to see that the car is not left standing in oil. It is inevitable, in garages, that a wheel will occasionally pass through oil, and when this happens the tire must at once be wiped clean. Oil rapidly soaks into rubber and makes it spongy and useless. It is hardly necessary to say that tires must be kept properly blown up. It is well to inflate them to seventy or seventy-five pounds per square inch. This figure is slightly in excess of what is frequently recommended, but as no tire is absolutely tight, it is better to start slightly on the hard side; by the end of a week the tire will certainly be down to the prescribed minimum.

The point on which amateurs and chauffeurs fail most frequently is in the attention given to cuts. Any serious cut should be vulcanised at once, and all cuts that reach down to the canvas should be stopped with one or other of the self-vulcanising fillings marketed by the tire manufacturers. This latter work may be attended to every week or so. It is a common complaint that these fillings always come out in the course of a few days. For a long time the writer shared the opinion, until one wet afternoon he followed minutely the directions given on a tin of Michelin "mastic." The cuts being carefully cleaned, the filling did not come out, and I have no doubt similar preparations behave equally well if properly used.

Finally, a word as to the carriage of spares. A spare wheel with a cover and tube already fitted is now almost invariably carried; in addition it is well to have a second tube. This, preferably, should not be a new one, for, as it will usually be folded up, it is liable to deteriorate. It is, by the way, false economy to put new tubes in old covers, or *vice-versâ*. In the first case a burst of the cover may ruin the tube, in the second, the life of the cover suffers, since an old tube seldom keeps up to its proper pressure.

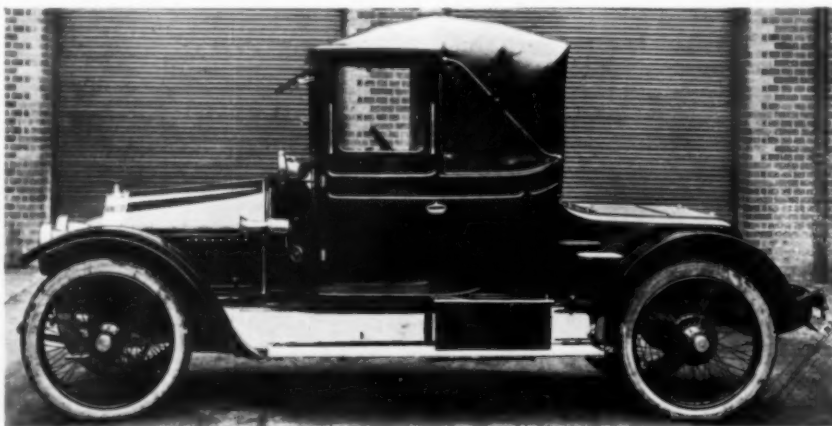
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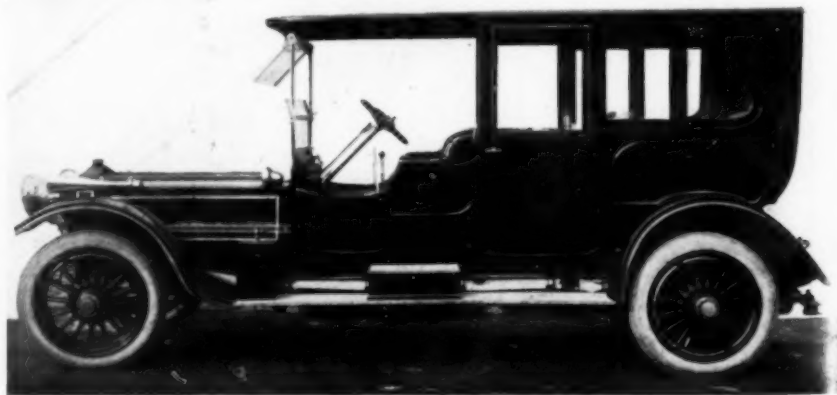
ADVANCES amounting to £82,722 were made to various highway authorities by the Road Board during the months of October, November and December last. Of this total £73,409 is to be devoted to road crust improvements, the balance being fairly evenly divided under the heads of road widenings and improvement of curves and corners, road diversions, reconstruction and improvement of bridges and construction of new roads and bridges. The Devon County Council has apparently settled its differences with the Board, as it receives the large sum of £13,621, which we believe is the first grant it has obtained from the Road Improvement Fund. Other English recipients of substantial sums are the East Sussex County Council with £11,950, the Lancashire County Council

with £6,840 and the Bedfordshire County Council with £3,755. Several Scottish and Welsh authorities received useful grants, but the feature of the latest Report is the prominence given to some of the Irish counties. Kerry receives £7,197; Antrim, £2,993; Kilkenny, £1,750; and several other districts smaller amounts. This should be good news to motorists who appreciate the beautiful scenery which Ireland possesses in abundance, but have suffered from her

somewhat indifferent roads. The total sum expended by the Board up to the end of 1912 was £893,592, advances by way of loan accounting for an additional £124,632. Further grants, amounting in the aggregate to about £1,467,504, have been indicated to highway authorities, but the details are still under consideration. These figures show that much useful work has already been done by the Road Board; but the majority of motorists would be glad to see the allocation of grants accelerated somewhat in view of the obvious and pressing need for improving many of the roads of the country.



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The body-work was built by Messrs. Mann, Egerton and Co.



A HOOPER LIMOUSINE FOR THE EMPEROR OF JAPAN.
The chassis is a Daimler of the 57 h.p. type.

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They do not lose their studs.
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Because they are made of selected rubber, special canvas double the usual strength and diamond-hard studs, by skilled British workmen with 14 years' experience and reputation at the back of them.

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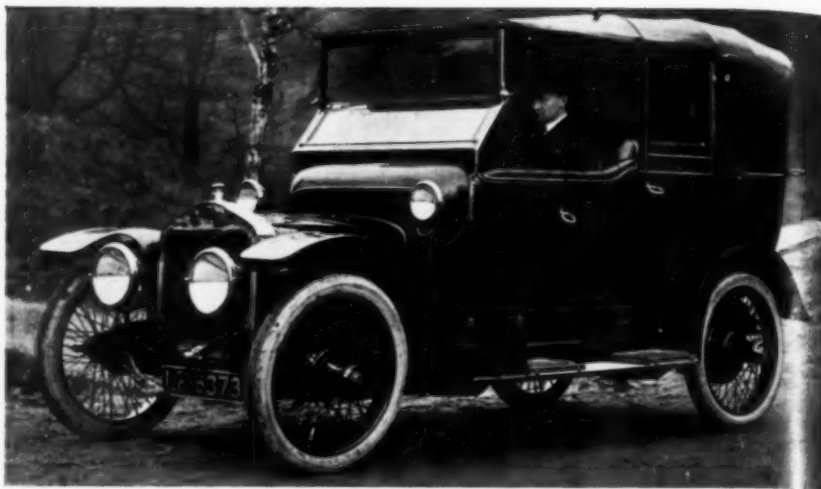
Telegrams: "Tyricord, London."

THE FUEL QUESTION.

The first fruits of the inflated price of petrol has been to deprive London of about half its usual number of taxicabs. As both the owners and drivers declare emphatically that they are unable to pay the extra fivepence a gallon demanded by the petrol importers, it is difficult to see how the strike is to be settled. In the meanwhile the dispute has served to draw the attention of the public to the importance of the motor fuel problem, and thus to assist the efforts of those who are attempting to solve it. The prominence given to benzol as a possible alternative to petrol has caused a large number of motorists to experiment with this fuel, and the general result appears to be perfectly satisfactory. Where only partial success has been achieved, the fault may nearly always be traced to want of carburettor adjustment to suit the altered conditions, or to the use of benzol of an inferior grade. For the present benzol is only obtainable with difficulty, and generally at a price which offers the motorist little inducement to adopt it for regular use; but there are indications that the supply will be greatly increased in the not distant future, and that the price will be standardised at a reasonable level. Meanwhile attempts are being made to provide, on a co-operative basis, for the supply of petrol at cheap rates, and it is very likely that one or more of these schemes will be carried through successfully.

ITEMS.

Messrs. Mann, Egerton and Co., probably the best-known firm of agents outside the metropolis, as they commenced selling cars at Norwich twelve years ago, have opened very large premises in London, at 377-381, Euston Road. A large stock of new cars from the best makers is always held, besides numerous second-hand vehicles. Among the advantages offered to purchasers is a week's free tuition in driving and free inspection periodically. The firm's output of bodies now exceeds two hundred per annum, and we illustrate on a previous page a specimen of their latest work as coach-builders.



A 15 H.P. STRAKER-SQUIRE CABRIOLET.

Recently delivered to Colonel the Right Hon. G. E. B. Seely, M.P.

The R.A.C. points out that an alternative route, which avoids the unlovely manufacturing districts of Warrington, Wigan and Preston, has been mapped out for motorists using the West Coast Road to Scotland. The alternative route passes through Knowley and Ormskirk and has been carefully sign-posted by the club so that it presents no difficulties to the motorist proceeding either North or South. The road has a good surface, and passes for the most part through rural districts.

At the last meeting of the International Congress in Paris, a simplified form of Customs triptyque was approved; but some time must necessarily elapse before the consent of the various Governments concerned can be obtained and instructions issued to their officials. The new form is, therefore, not likely to come into use until the early summer of this year.

Messrs. Hooper and Co., Motor-body Builders to His Majesty the King, have been granted a Royal Warrant of Appointment to the King of Spain.

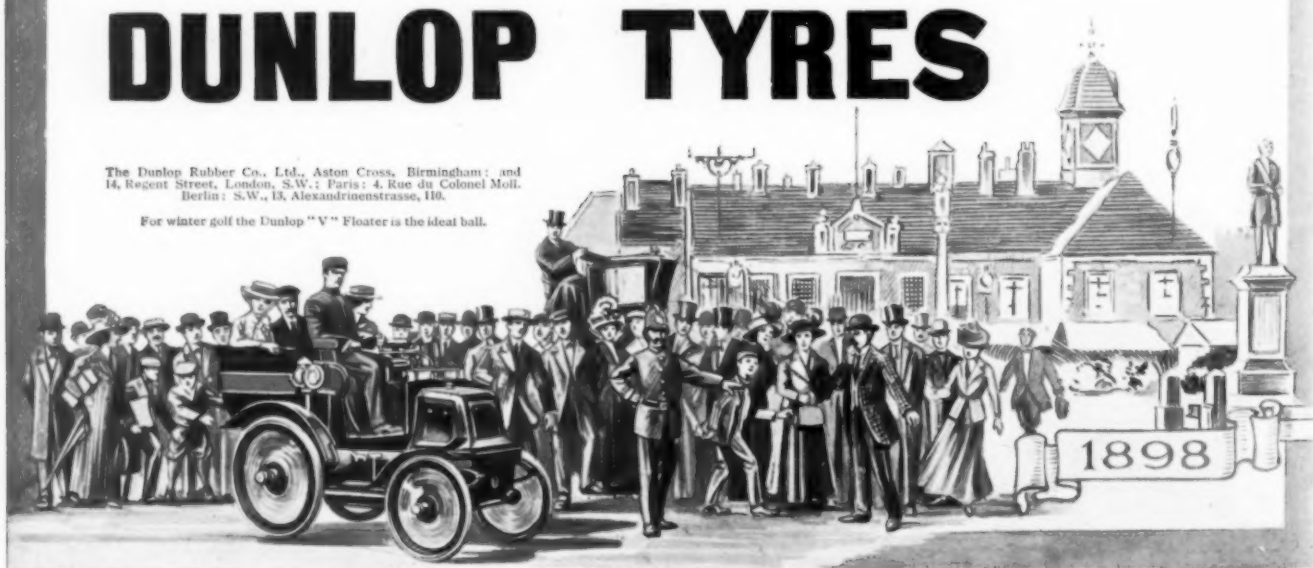
EARLY MOTOR CAR TYPES. No. 7. Daimler Wagonette

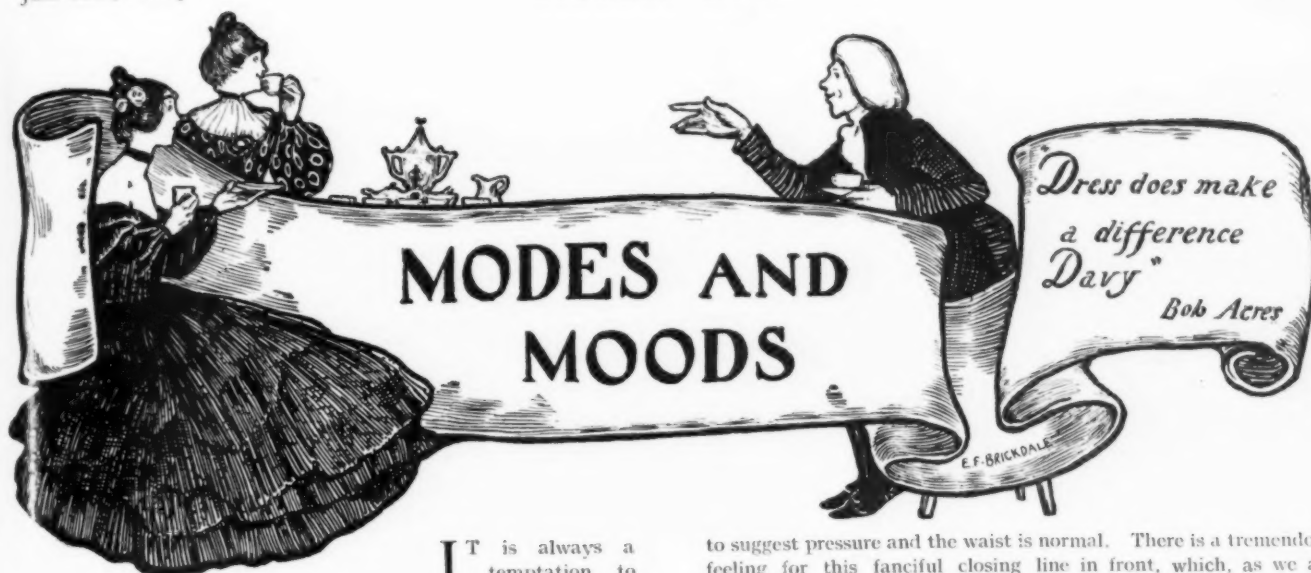
The Daimler wagonette illustrated here was one of the earliest of the family-party type of motor car, and, within the narrow limits of the term, was fairly well-known in England in 1898. But it was not yet so common as to fail to attract crowds of spectators wherever it went. A contributor to THE AUTOCAR, of 23rd July, 1898, who undertook a 500 miles tour of the Lake District on one of these cars, mentions an incident of this kind. "Carlisle," he says, "was reached about 4.30. Here we put up for the night, and, judging from the crowds there gathered a motor car is evidently a novelty, because once leaving the car to enter the hotel, it was impossible to get near it again till the services of a policeman were brought into requisition to clear a road." The author winds up his account prophetically, "Motors are yet in their infancy, but a short time will see great changes, both in the attitude of the public towards them, and the number of these horseless vehicles to be seen going about." In the same issue of THE AUTOCAR appeared an interesting letter from Mr. S. F. Edge, once London Manager of the Dunlop Company. Returning from the Paris-Amsterdam-Paris 1,400 miles race, he recorded his impressions, amongst them being this: "Another thing I noticed was the almost universal use of pneumatic tyres. This has so impressed me that I have at once had my solid tyres removed . . . as there is no doubt if pneumatic tyres will stand perfectly on heavy vehicles the life of the vehicle is increased, and the comfort enormously so." The subsequent work done by the Dunlop Company along the lines indicated by Mr. Edge is known to every motor user throughout Britain, probably throughout the world. The fact that the Company was the first to make pneumatics, in 1888, is kept constantly to the fore, and "foremost ever since" will never be allowed to become an empty boast with the premier tyre company of the world.

DUNLOP TYRES

The Dunlop Rubber Co., Ltd., Aston Cross, Birmingham; and 14, Regent Street, London, S.W.; Paris: 4, Rue du Colonel Molit. Berlin: S.W., 13, Alexandrinenstrasse, 110.

For winter golf the Dunlop "V" Floater is the ideal ball.





IT is always a temptation to me during the *sal régime* to swim away on the stream of advance fashions. The sales have a cheapening influence on those of us who spend our whole existence weighing the value of clothes. Of course, it is a forced view. But there it is. Not every woman is a devotee of dress. The large majority, indeed, have small need to keep persistently on the pinnacle. Women, I think, may be divided into two classes in this regard—those who dress to please themselves or to satisfy some inward artistic instinct, and those who are so sensitive to the criticism of their male appendages that they gladly wear a *démodé* hat or gown that becomes them, and does not invite comment, rather than launch forth into the unknown.

This latter reason, I am persuaded, accounts for the longevity of the velours chapeau encircled by a wreath of ostrich feather trimming. There is no stamping this out; in fact, it appears to be going as strong as ever, a note of variety being brought about by adding an aigrette at some acute angle. The acute aigrette, indeed, is a very fetish; scarcely a day passes but the eye is arrested by some fresh and still more extravagant pose.

There is, however, one chapeau: the charm of which is only apparent when it is seen. It sketches very badly, in my opinion. This is the Vatican, so called by reason of its likeness to the mitres worn by the priests. Expressed in black velvet, the crown kept soft, and a cluster of ostrich feathers set at the summit—doubtless recalling to the mind given to similitudes smoke coming out of a chimney—the Vatican when worn is really extraordinarily becoming and most distinctive in character. The text of the best millinery to-day is lightness of weight. A good deal of it, I admit, looks heavy—a fact largely due to the amount of velvet used in its construction. But the millinery artist to-day works on the frailest of foundations, and touches the pinnacle of pride when some shapely model allows itself to be crushed up in the hand. Again, one observes how comfortably and securely many shapes sit on the head without the aid of pins.

And talking of pins, I wonder if readers of COUNTRY LIFE have met a novel hat-pin, the point of which slips into a spring sheath, corresponding in kind to the head. Needless to say, this is a patent, and, a gift of one coming my way at Christmas, I can speak with personal authority as to its efficacy. So far as my experience goes, it is quite the best thing of the kind ever brought out.

Our first picture is of a simple walking gown upon lines laid down by a celebrated Paris atelier, a possession I have always found a need of upon the turn of the year. A gown after this *genre* is inexpensive, or, with the exercise of discretion, it can be made so. Then, during the first taste of spring, it can be worn out of doors merely supplemented by some fur set. And it is under these conditions that I have had it depicted. In serge, faced cloth or *éponge* the model would work out equally well, the collar of velvet falling on to a square yoke or collar effect of the fashionable Bulgarian embroidery. A particularly delightful line is carried out in a heavy piping, just below the figure, and continued along the upper part of the arm. And into this deep paulette a regular Bishop sleeve is set, the fulness at the wrist drawn into a turn-back cuff of the embroidery. Nor are the services of the bias band, running in a diagonal line from the throat to midway down the skirt, to be underrated. This affords just the requisite firmness of outline and, at the same time, imparts length to the figure, sometimes lacking when a waist-line is distinctly marked, as in this case, although, as is decreed, there is nothing

to suggest pressure and the waist is normal. There is a tremendous feeling for this fanciful closing line in front, which, as we are once again permitted to enter our bodices in front, is a matter for deep gratitude.

Before the bared throat we must perform bow the head. The daring of a hard line, such as that afforded by the velvet collar in our design, is an accepted edict. Sometimes a vest of brocade or embroidered cretonne, or the ubiquitous Bulgarian



A SIMPLE WALKING DRESS IN CLOTH.

embroidery, commences the story, and is, in turn, thrown back at the throat in quasi-Robespierre style; for the Robespierre, the Medici and the deep-falling, pointed collars of the seventeenth century are all with us, and, together with sleeves of every conceivable fantasy and period, will go far to mark the season of 1913 with distinctiveness and charm.

"For the Riviera" provides the theme of my second group this week. For the shores of the South the couturières let themselves go, and in their most cherished efforts hint the future rather than the present. Moire, as one of the silken fabrics of the moment, has been selected to express the gown to the left hand. It is of an extremely souple quality, while the colour is that of a dying beech leaf, which has a certain coppery tone in it. The vest and softly draped collar are of white satin, the fronts of the collar weighted with embroidered motifs in Eastern colourings and a tassel, these colours being picked up in a barbaric belt of embroidery, caught with great plaques of imitation jade, amethyst or lapis-lazuli. About the hem of the gracefully draped skirt there is introduced a bordering of white fox, this running up and accentuating the curve of the front. A white fox stole and muff complete the costume.

Suitable for the bright surroundings is the companion gown of fine ivory cloth and ninon, the latter veiling the upper part of the skirt, and caught up on either side to just hint a pannier drapery. The feature of the upper part is the bolero *mouvement*, the lower half of the sleeves being fashioned of the same lace as the collar and jabot. With this there is worn a hat, a glorified tricorné, of white felt, trimmed with a single high dark grey ostrich feather, the stem softened all the way up by tufts of marabout in tone, while there is also carried a mammoth-sized muff of gauged ninon de soie, bordered with opossum and tied about the centre with a great scarf of satin ribbon, into the *naud* of which a posy of violets is thrust.

Among the sales which the discerning woman hails with particular joy, that now proceeding at Messrs. Debenham and Freebody's of Wigmore Street, W., must assuredly take a foremost place, for here may be acquired not merely ordinary clothes "marked down" for the occasion, but also exquisite models with a *cachet* of their own which renders them caviare to the general but eminently desirable to the woman of superlative taste. There is, for example, a beautiful Drécoll three-piece gown, consisting of a long belted coat, fastening up to the throat, rather more than three-quarter length, in fine broadtail, and trimmed with silk buttons and loops, a bodice and tunic of pleated ivory crêpe de Chine, and a plain skirt of broadtail, costing originally 200 guineas, and now to be disposed of at a quarter of that sum. Full-length fur coats in the latest fashions are being disposed of equally cheaply, and for less than £5 one may become the possessor of an extremely-smart driving coat in cloth, with a deep collar and cuffs of caracul-kid, lined with squirrel lock. Sports coats and sweaters have always been a speciality of this firm, and the entire stock, both

hand and machine knitted, made in every conceivable shade in silk, silkuna, wool and cashmere, has all been greatly reduced, while a most practical suit for ski-ing and tobogganing, comprising coat, breeches, gloves and caps in the finest quality cashmere, may be had for £6. The choice in evening gowns is really bewildering, and their reduced price brings the most beautiful designs within the reach of quite moderate purses. Among the evening wraps, every woman will lose her heart to a model by Premet, a triumph in draping, expressed in white moiré chiffon velvet, while in the more utilitarian wraps there are plenty which will also adapt themselves for smart afternoon wear. The odd skirt, which plays such an important part in conjunction with the knitted coat, for country wear, is expressed in numerous styles and materials, and there are smart skirts and dainty blouses galore. Nor has the schoolroom contingent been overlooked. Underclothes, materials,

trimmings, millinery, jewellery, footwear, etc., have all been subjected to considerable modifications in price, and present golden opportunities to the clever shopper. Space forbids my enlarging further on the possibilities of this sale; but the excellently illustrated catalogue which Messrs. Debenham and Freebody are issuing will convey a far better idea of its range than any written description, and this will be sent on receipt of a post-card.

The dull, debilitating weather which has so far been our winter portion is not only affecting our tempers, but is particularly harmful to the complexion. Without infinite and unceasing care the tissues become inevitably relaxed, more especially in town, while in the country the consistently varying atmospheric conditions, from chill winds to mugginess, cause skins in the least degree sensitive to take on a disfiguring, blotchy appearance. Above all things it is necessary to keep the pores clear, and at the same time build up those wasted tissues. There are various emollients that will feed, but that wonderful Crème de Nuit of Dr. Dys can be absolutely relied upon to do this, and without blocking the pores. It is a miraculous skin food, and rubs in so easily that a child could use



FOR THE RIVIERA.

it. If anything is left after a merely moderate massage, a soft rag may be passed over the face, and the skin will at once feel like satin. In these days of bared throats Dr. Dys' Sachets should be used night and morning, and the throat, especially, bathed with water thus softened and delicately perfumed. A letter to V. Darsy, 54, Faubourg St. Honoré, Paris, the sole representative of Dr. Dys, containing a description of the colour and quality of the skin, will result in the right sachets being sent to meet the particular case. For fair complexions and delicate skins there are Sachets de Jeunesse, while for dark complexions Sachets à l'Aubépine Rose are recommended. Some idea of the delicacy of these latter may be imagined when it is learned they are perfumed with the petals of the pink hawthorn blossoms. It is an open secret that the clear complexion of the *chic* Parisiennes are due to l'Eau Printanière, and, when the skin is in a humid condition, the further application of Dr. Dys' Crème Printanière.

L. M. M.

For Children's Parties.

Instead of Lemonade, use

Rose's LIME JUICE

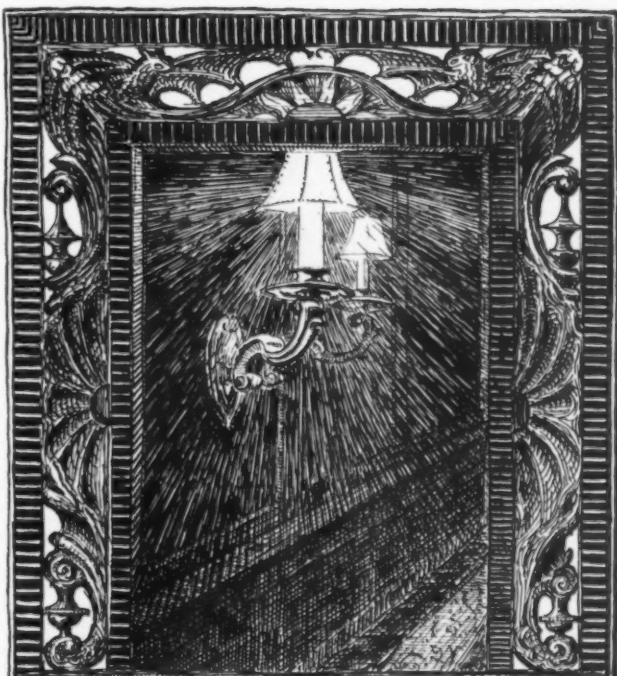
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The Ganesh Chin
Strap will remove a
double chin and
preserve the contour of
the face. 21/6, 25/6.

MRS. JACK MAY writes in *Country Life*:—"... It was only when I got outside that Fatigue once more claimed me for her own, and the glass in the hansom revealed a haggard face, with deep purple circles round weary eyes. 'What shall we do?' I cried to my companion, who was powdering her nose with the energy of despair. 'I cannot face a big dinner-party to-night with such a mask as this!' My friend is a woman of intelligence and action. 'I know,' she said, as she snapped her powder puff into her little gold-meshed purse, 'we'll go and sample Mrs. Adair!' And in a few minutes we were at 92 NEW BOND STREET, and had poured our tale of woe into handsome Mrs. Adair's kindly ears. 'I think we can set matters right,' she said with a smile, and calling two pretty girls, we were soon reposing in two comfortable armchairs, and half the fatigue and the dreadful 'drawn' feeling of the skin of the face seemed to vanish under the preliminary application of 'Diable Skin Tonic' (21/6, 10/6, 7/6 and 5/6), for cleansing and bracing the face, followed by the 'Ganesh Eastern Oil' (30/6, 21/6, 10/6, 5/6) and 'Cream' (10/6, 6/6 and 3/6), which was patted into the skin with an extraordinary movement, for Mrs. Adair's cardinal principle is that the skin should never be pushed or pulled in any way, on account of its elasticity. The patting or drumming movements brace up the muscles underneath the skin, and that is the result to aim at, for if the muscles are firm and full there can be no puffiness or slackness of the skin. The whole treatment was so extraordinarily soothing and restful, especially round and over the eyes and eyelids, that I went to sleep; but when I woke up at the end of an hour, and was told by the smiling operator to look at myself in the glass, I could hardly believe that the rosy face and bright eyes I saw therein belonged to the same haggard countenance I had brought there an hour and a-half previously. Such magic must be seen and experienced to be believed, and I could see I was not made up in any way."

The really useful book 'How to Restore and Retain the Youthful Beauty of Face and Form' sent by return free of charge.

CONSULTATION FREE.

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"A memorable piece of work."—*The Daily Chronicle*.
 "Miss Johnston's fine achievement."—*The Ladies' Field*.
 "The smell of gunpowder is on every page; one is deafened by the roar of many battles, so much so indeed that I emerged from its perusal almost as, myself, a war-scarred veteran."—*Punch*.

THE HERO OF HERAT ^{3rd Impression} MAUD DIVER

"It is the finest work of imagination that Mrs. Diver has ever produced, and we recommend it with cordiality."—*The World*.

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"The June Lady' is really entertaining."—*Truth*.
 "I like 'The June Lady.'"—*Punch*.
 "A most amusing and delightful story."—*The Pall Mall Gazette*.

RED REUBEN HERBERT W. TOMPKINS

"A capital story . . . plenty of stirring adventure . . . exceedingly well written . . . something to be grateful for . . . both thrilling and realistic."—*The Aberdeen Free Press*.

SIRI RAM A Transcript from Life 1907-1910

"A fine story, and one which will be much enjoyed. We can confidently recommend it."—*The Liverpool Daily Post*.

THE IMPOSSIBLE SHE R. RAMSEY

"A clever and unusual novel, showing an exceptional power of terse and vivid writing. It is a wholesome and exhilarating book . . . distinctly a book to read."—*The Morning Post*.

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N.B.—Mr. Heinemann has much pleasure in announcing the publication of ELIZABETH ROBINS' new novel "WHERE ARE YOU GOING TO?"

FINE NEW 6s. NOVELS

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 drawn.

HARRISON & SONS

45, PALL MALL, LONDON, S.W.

NOVELS OF THE WEEK.

Raymond Lanchester, by Ronald MacDonald. (John Murray.)

IN *Raymond Lanchester* the author has taken a not uncommon situation and treated it in a fashion of his own. In doing so he has given individuality to the character-sketch of Raymond Lanchester, his hero, the wronged husband whose generosity in extricating his wife from the consequences of her folly promises to punish him through his son. Lanchester is a man of considerable decision of attitude in his dealings with his fellow-men; he does not lightly attach to himself the odium of the position his wife has rightly earned; yet it is improbable he foresaw in the moment of his clemency that this action of his would separate him from his child. It is not long before he finds himself face to face with his responsibility towards the boy, and from this is drawn into an unenviable moral quandary. The position is carefully set out and the final readjustment of affairs is natural and inevitable. Mr. MacDonald has written a clever novel, and one of considerable originality.

Chess for a Stake, by Harold Vallings. (Smith, Elder.)

MR. HAROLD VALLINGS has written a tale that depends for its attraction upon the acting and counter-acting influences of a group of ordinary men and women upon one another. In despite of his style, which is somewhat melodramatic, we have enjoyed his story, which is concerned with the unfortunate infatuation of Jago Polwhele, the grandson of a retired Greek merchant of considerable wealth, for Evangeline Margesson. Jago's is a sinister character, his inherited tendencies are prejudicial to his chances of impressing favourably his grandfather, to whom he looks for his future settlement, and he is forced into playing a part which necessitates the exercise of a subtle and despicable diplomacy. Circumstances throw across his path Frank Trecarrel, whose admiration for Evangeline brings to the surface in Polwhele a scoundrelism of a peculiarly mean, though daring, order. The result is the story before us, which, though occasionally striking a note of jarring melodrama, is not without a certain steady interest which defies the reader to lay it aside until the last page is turned.

The Declension of Henry D'Albiac, by V. Goldie. (Wm. Heinemann.)

THERE is something delightfully fresh and unspoilt about this story. Written in a semi-farical vein, it is instinct with a disarming humour that ought to find for Mr. Goldie many readers. The hero, Henry D'Albiac, is a young man about town, somewhat "precious" in his ideas, whose chivalrous instincts, being appealed to by the brief glimpse of a woman's face seen in the midst of a Sunday demonstration from which he is instinctively fleeing, lead him into a life-long disloyalty to the unwritten laws of his class. With the beginning of his friendship with Flora Evans, the artist to whose rescue he has hastened in spite of considerable disapproval of her self-sought position, the first steps in his declension are taken. The succeeding ones need not be given; it is enough to say that they provide Mr. Goldie with material for a thoroughly successful novel in which there is much that goes deeper than the reader's first impressions might lead him to expect.

Through the Cloudy Porch, by K. M. Edge. (John Murray.)

MRS. CAULFEILD has written a striking and original novel. At first sight the central idea is not pleasing—the masquerade of brother and sister as husband and wife. But, as the story unfolds itself and the characters take shape, justify their actions, and make a sure appeal to the reader, the seeming impossibility of the position is effaced. Mrs. Caulfeild is a writer with a vigorous and confident manner in attacking her situations; her portrait of the weakly dependent Bertram Hestling is well contrasted with that of the woman he has sacrificed, and the inevitable failure of their deception is convincingly foreshadowed from the first. There are some capable descriptions of life on the veldt, and the South African labour question plays a prominent part in the life of one of the principal characters, Richard Fenworth, a well-drawn and forceful character. Mrs. Caulfeild's style is excellent and her story a considered and careful piece of work.

Rosamond, by Flora Hope. (Lynwood.)

THERE is a charming and ingenious frankness in these simple confessions of a young girl. Rosamond Morden is eighteen when we first meet her, and she tells us of her introduction to Jack Carr at her first ball. Hardly has she mentioned his name when we are made aware that, handsome, agreeable, spendthrift, he has made a conquest of the débutante's heart, a state of affairs of which she is herself not quite ignorant. As she talks to us, with complete artlessness, betraying a growing absorption in the ineligible new-comer, we see the dim approach of tragedy in the efforts of Carr and herself to shake off a mutual attraction, a tragedy that is to press more hardly upon the girl, who has not the worldly wisdom of her more sophisticated lover, whose tardy advice to her to marry Andrew Scott, of whom her parents approve, she accepts with a curious mingling of simplicity and reasonable acquiescence. The result is not happy; Carr is still beloved and Scott hardly tolerated. Between the lines it is possible to read the story of a timid, fragile and foolishly constant heart eating itself out in a despair the girl herself can hardly gauge, so simple, limited and lacking in initiative is she. Like an artless transcript from life, the tale of small events runs evenly on; it is only when the tale is ended that we see its full significance. As a first novel, which this would appear to be, Miss Hope's *Rosamond* deserves to be read for the simple directness of this natural tale of young love.

Mr. Massiter, by Mrs. Lewis Leeds. (Lynwood.)

A NOVEL of a somewhat old-fashioned type, *Mr. Massiter* has yet a certain charm of country-side, country-folk and simple homely plot. Fallen upon evil days, the widowed Mrs. Ashworth has appealed to her nephew, Jocelyn Massiter, for advice in the settlement of her affairs; and he, an elderly bachelor, in love with his personal freedom and not predisposed in favour of the sex, unwillingly enough suggests that she and her daughter should make their home with him at Applegarth Manor for a twelvemonth. As events prove, it is to three guests that he has to offer hospitality, the third being Antonia Paget, companion to Mrs. Ashworth, her aunt. It is easy enough to see from the first that the capable and lovable Antonia is destined to conquer the stubborn heart of Massiter, but this does not detract from the reader's interest in following her fortunes. Though Mrs. Leeds' characterisation is crude, and her men and women plainly labelled for the parts they play, the book is readable.

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